

VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE ABSTRACT

The abstract of the parent application is revised as follows:

A [passive Traffic Alert and Collision Avoidance System (TCAS)] collision avoidance system and method is based on receiving and processing Mode-S transponder messages without [the TCAS computer having to interrogate] interrogating the transponders of the respective aircraft flying in formation. [(i.e., a passive TCAS).] A [TCAS] collision avoidance computer and Mode-S transponder are used to provide distributed intra-formation control among multiple cells of aircraft flying in formation or close-in. The Mode-S transponder provides ADS-B Global Positioning System (GPS) squitter data to the [TCAS] computer. [; the TCAS computer receives and processes the data without having to interrogate the transponders of the multiple cells of aircraft.] A mission computer is coupled to the collision avoidance computer. The mission computer may provide steering commands transmitted to other formation member aircraft. The method and system allow a safe separation between 2 to 250 aircraft flying in formation at selectable ranges.

IN THE SPECIFICATION

Line numbering was deleted, page headers and footers were revised to reflect the attorney docket number of this divisional application, paragraph numbering was added, roman numerals in the section headings were deleted, and a reference on the title page to the parent Express Mail No. EL013383723US was deleted.

Paragraph [0001] starting on page 1, line 4 of the parent application as originally filed is revised as follows:

[0001] This application is related to [co-pending application] U.S. Pat. Application SN 09/223,339, filed on [even date herewith] December 30, 1998, entitled "Vertical Speed

Indicator/Traffic Resolution Advisory Display For TCAS[.],” now U.S. Patent 6, 271,768. This application is a divisional application of U.S. Patent Application SN 09/223,533, filed on December 30, 1998.

Paragraph [0058] starting on page 22, line 24 of the parent application as originally filed is revised as follows:

[0058] The Control Display Units (CDUs) 540 are interfaces used by an operator to input flight parameters into the FMS 565. The FMS 565 is a conventional aircraft flight management system that provides flight plan routes, and lateral and vertical guidance [alone] along those routes. The FMS 565 receives control data from the IFPCAS Controller 555 to accomplish coordinated flight plan route changes among all aircraft within the intra-formation.

IN THE CLAIMS

Claims 1-37 are cancelled. New claims 38-52 are submitted.

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